

AGENDA ITEM #1: MINUTES

SUBJECT:

Minutes of previous TTAC meeting.

BACKGROUND:

Minutes of the TTAC meeting held on July 7, 2010.

Attachment 1

RECOMMENDED ACTION:

Approve the minutes.

**Summary Minutes of the
Hampton Roads Transportation Technical
Advisory Committee (TTAC) Meeting
July 7, 2010,**

The Hampton Roads Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:35 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

TTAC Voting Members:

Mark Shea (CH)	Susan Wilson (PO)
Gary Walton (CH)	Mark Yehlen (PO)
Lynn Allsbrook (HA)	Sherry Earley (SU)
Keith Cannady (HA)	Scott Mills (SU)
Jane Hill (IW)	Travis Campbell(Alternate VB)
Michael Stallings (IW)	Robert Gey (VB)
Allen Murphy (Alternate JC)	Phil Pullen (VB)
Michael King (NN)	Tim Cross (YK)
Tom Slaughter (NN)	Joe Swartz (DRPT)
David Wilkinson (Alternate NN)	Jayne Whitney (HRT)
Guzin Akan (NO)	Tony Gibson (VDOT)
John Keifer (Alternate NO)	Kim Pryor-Spence (VDOT)
Jeff Raliski (NO)	Eric Stringfield (VDOT)
Joseph Carter (PQ)	Kevin Apt (VPA)
	Richard Drumwright (WATA)

TTAC Voting Members Absent:

Earl Sorey (CH)	Robert Brown (NO)
Anne Ducey-Ortiz (GL)	Jeff Bliemel (PQ)
Emily Gibson (GL)	Debbie Vest (PQ)
Christopher Perez (GL)	Robert Lewis (SU)
Peter Stephenson (IW)	Mark Schnauffer (VB)
Ellen Cook (JC)	Daniel Clayton (WM)
Steven Hicks (JC)	Steve Martin (WM)
Luke Vinciguerra (JC)	Reed Nester (WM)
Jackie Kassel (NN)	J. Mark Carter (YK)
	Al Maddalena (YK)

TTAC Nonvoting Members:

Ivan Rucker (FHWA)
Wendy Vachet (Navy)

TTAC Nonvoting Members Absent:

Randy Brown (Army)	Lt. Tiffany Duffy (USCG)
Tony Cho (FTA)	Clifford Burnette (VDOA)

HRTPO Staff

Jessica Banks
Sam Belfield
Rob Case
Dwight Farmer
Kathlene Grauberger
Mike Kimbrel

Keith Nichols
Joe Paulus
Benito Pérez
Camelia Ravanbakht
Stephanie Shealey
Dale Stith

Others Recorded Attending:

Terri Boothe, Louis Guy, Henry Ryto (Citizens); Carl Jackson (NN); Rob Brown (NO); Heather Ham (VB); Rick Case, Greg Grootendorst, Rob Jacobs, Chris Vaigneur (HRPDC Staff); Ron Hodges (HRT); Frank Azzalina (HRTI); Karen McPherson (Kimley-Horn); John Hendrickson (PB); Chuck Cayton (RK&K); Brandon Borne, Tressell Carter, Joe Curry, David Cutler, Ciera Davidson, Karen Jefferson, Al Riutort (ODU); Bruce Duvall, Lauren Hansen, Ray Hunt, Adam Jack, Jaesup Lee, Stephen Rowan, Robert Scott Jr., Christopher Voigt (VDOT); Debbie Messina (Virginian Pilot); Robby Ferguson, Sara Morris (WTKR); Beth Brown, David Ham (WVEC)

Public Comment Period

There was no public comment.

Approval of Agenda

Chairman Drumwright asked for additions or deletions to the TTAC Agenda.

Mr. Stringfield stated there was a handout regarding the American Recovery and Reinvestment Act (ARRA) contingency funds at the table and he asked to have the item placed on the agenda after item 2. He also asked to switch agenda items 9 and 10. Ms. Spence Moved to approve the agenda with Mr. Stringfield's amendments; seconded by Ms. Whitney. The Motion Carried.

Summary Minutes

Chairman Drumwright indicated the TTAC Summary Minutes of June 2, 2010 were included in the July TTAC Agenda. He asked for any corrections or amendments to the minutes. Hearing none, Mr. Slaughter Moved to approve the minutes as written; seconded by Mr. Allsbrook. The Motion Carried.

Carolina Road Corridor Study: Final Report

Ms. Ravanbakht indicated HRTPO staff presented the Carolina Road Corridor Study to TTAC at the June meeting. Ms. Earley Moved for recommendation of approval of the Carolina Road Corridor Study: Final Report to the HRTPO Board; seconded by Mr. Mills. The Motion Carried.

Risk of Contingency Funding on Regional ARRA Projects

Mr. Adam Jack, Assistant District Administrator of Engineering and Investment, of the Virginia Department of Transportation (VDOT) stated funding plans for most transportation projects include a contingency of approximately 10% to provide a margin for expenditures above the bid amount. For most ARRA projects, those contingencies are currently funded with ARRA funds. In the event a project is delivered within the bid amount and the contingency amount is not used, those ARRA funds would need to be returned to the Federal Highway Administration (FHWA). He noted that on projects where contingencies have been funded with statewide ARRA funds, VDOT will move those ARRA funds to other ARRA-certified projects to assure all of the federal money is obligated in accordance with the principles developed for the FY2011-2016 Six Year Improvement Plan (SYIP). The released statewide ARRA funds will be reprogrammed to replace other state funds on existing ARRA projects. No new ARRA projects will be added.

Mr. Jack indicated there are approximately \$2-4 million in ARRA funds currently programmed to fund contingencies on ARRA projects in Hampton Roads. He stated VDOT proposes the HRTPO use the recently released FY2010 Regional Surface Transportation Program (RSTP) reserve fund totaling just over \$3.5 million, to replace MPO ARRA funds currently programmed to cover contingencies on projects and reprogram those MPO ARRA funds in accordance with the strategy outlined in the HRTPO 2010-06 Resolution approved by the HRTPO Board at its May meeting.

Ms. Akan stated the City of Norfolk's bids were actually higher than expected and asked how the lost funding would be found if there was no ARRA contingency fund. Mr. Jack replied that all ARRA funds were RSTP funds and a project requiring additional monies could be funded by the reserve fund.

Mr. Slaughter noted there was a recommendation by the Hampton Roads Transportation Operations Subcommittee to utilize the \$3.5 million RSTP reserve fund for hurricane evacuation in agenda item 14. There was a suggestion that the issue of whether to use the RSTP reserve to cover contingencies on ARRA projects or for the Hurricane Evacuation item be referred to the Transportation Technical Subcommittee (TTS) meeting in late July. Ms. Ravanbakht stated TTAC needs to make a determination pertaining to the usage of the reserve fund in order to bring the recommendation to the HRTPO Board at the July 20, 2010 meeting.

Ms. Spence suggested amending the HRTPO 2010-06 Resolution to allow the localities to not only transfer ARRA funds from one project to another within a locality, but to also allow ARRA funds to be transferred from one locality project to another.

Mr. Pullen noted the Princess Anne Road Project listed in the HRTPO 2010-06 Resolution came in under bid, and therefore, will not need any additional ARRA funding.

Mr. Allsbrook Moved to use the FY2010 RSTP reserve fund to replace MPO ARRA funds currently programmed to cover contingencies and reprogram the replaced ARRA funds in accordance with the amended HRTPO 2010-06 Resolution which will include the option to

transfer ARRA funds from one jurisdiction to another; seconded by Ms. Akan. The Motion Carried.

FY2010 CMAQ/RSTP Reserve Funds

Ms. Ravanbakht stated that with the approval of the SYIP, VDOT released the federal reserve funds totaling \$2.2 million in Congestion Mitigation & Air Quality (CMAQ) funds and \$3.5 million in RSTP funds. TTAC has presently approved the use of the \$3.5 million RSTP reserve fund to cover contingencies on regional ARRA projects. HRTPO staff recommends that the Transportation Technical Subcommittee (TTS) be convened to discuss how to utilize the \$2.2 million CMAQ reserve fund.

Mr. Gey Moved to allow the TTS to discuss options to best utilize the CMAQ reserve fund; seconded by Mr. Walton. Mr. Slaughter asked if the localities should submit projects for the distribution of those funds. Ms. Ravanbakht stated HRTPO staff will send the latest data to the TTAC members to review. She noted that only existing projects would be discussed and no new projects would be added. The Motion Carried.

Procedures for Revising the Transportation Improvement Program (TIP)

Mr. Kimbrel remarked that at the last TTAC meeting he explained there would be a change in procedure pertaining to requests made by the localities and transit agencies to revise the TIP, particularly with respect to CMAQ and RSTP transfer requests. There have been several instances in which the amounts of available funds to be transferred, as specified in the locality or transit agency request letter, did not match the funding information maintained by the VDOT Programming Division.

Mr. Kimbrel outlined the new procedure which was determined by HRTPO staff in conjunction with VDOT staff. The procedure includes feedback by VDOT, a listing of blackout periods, during which the processing of TIP revisions would be suspended, and a checklist to aid in the process. The goal of the new process is to coordinate more efficiently between the localities, transit agencies, VDOT and DRPT prior to submitting a request to the HRTPO.

Mr. Walton directed the Committee's attention to Page 2, item 4-a-iv, and asked if the HRTPO staff could also send a copy of the HRTPO action letter to the requesting locality or agency. Mr. Kimbrel replied affirmatively and stated he would amend that section of the procedure.

Mr. Walton asked if TTAC could use electronic voting during the blackout periods. Mr. Kimbrel replied that according to the Freedom of Information act (FOIA), electronic voting was prohibited.

Mr. King Moved to approve the TIP procedure with the one amendment; seconded by Mr. Shea. The Motion Carried.

FY2009-2012 Transportation Improvement Program Revision: Request to Reallocate CMAQ and RSTP Funds – Newport News

Mr. Slaughter stated the City of Newport News is seeking to transfer unobligated CMAQ and RSTP funds from two City projects to the Citywide Signal System Upgrade project (UPC #52350). Mr. Slaughter Moved to transfer \$1,028,463 (including state match) from the Rivermont Bike Trail project (UPC #52343) and the Oyster Point Cubarea CCTV & Static Signs project (UPC #73002) to the Citywide Signal System Upgrade project (UPC #52350); seconded by Mr. Cross. The Motion Carried.

FY2009-2012 Transportation Improvement Program Revision: Request for CMAQ Cost Overrun Funds – Portsmouth

Mr. Yehlen stated the City of Portsmouth is requesting additional allocation of CMAQ funds to cover a cost overrun on the City’s Signal System Upgrade Phase II project (UPC #16196). Mr. Yehlen Moved to seek additional allocation of CMAQ funds in the amount of \$45,603.20 due to cost overrun on the City’s Signal Upgrade Phase II project (UPC #16196); seconded by Mr. Slaughter. The Motion Carried.

FY2009-2012 Transportation Improvement Program Revision: Request to Reallocate CMAQ Funds – WATA

Chair Drumwright stated the Williamsburg Area Transit Authority (WATA) is requesting an advancement of CMAQ funding on a previously approved project to purchase a replacement clean diesel trolley (UPC #T9149). Mr. Cross Moved to seek advance allocation of reserve CMAQ funds in the amount of \$315,000 (including state match) to purchase a replacement clean diesel trolley to be used in the Historic Yorktown area; seconded by Ms. Whitney. Chair Drumwright added that this project was approved during the 2009 CMAQ/RSTP Project Selection Process; however, CMAQ allocation was to take place in FY2015. The Motion Carried.

FY2009-2012 Transportation Improvement Program Revision: Request to Allocate Statewide ARRA Funds to Norfolk Light Rail Transit (LRT) Project – VDOT

Mr. Stringfield stated VDOT is requesting to add a new Norfolk LRT project to the TIP to be funded with Statewide ARRA funds. Mr. Stringfield Moved to request the addition of the ARRA Norfolk Light Rail – Enhance Facilities/Stations project (UPC #T9853) to the TIP utilizing Statewide ARRA funds totaling \$10 million; seconded by Ms. Whitney. Mr. Pullen asked if the project was ARRA certified. Ms. Spence replied the project was currently being certified. Mr. Rucker asked if the project met air quality conformity requirements. Mr. Stringfield replied it is in the amended 2030 LRTP and conformity issues are being handled. The Motion Carried.

State Matching Funds for RSTP to be Tied to Regional Transportation and Land Use Performance Measures

Mr. Stringfield explained Chapters 670 and 690 of the 2009 Acts of the General Assembly authorize the Commonwealth Transportation Board (CTB) to require MPOs to develop regional transportation and land use performance measures. The Virginia Budget for the 2010-2012 Biennium directs the CTB to only provide matching funds for federal RSTP funds to MPOs that have developed such performance measures. He referenced a letter from former Virginia Secretary of Transportation Pierce Homer to HRTPO Chairman William Sessoms on the development of these performance measures and goals and the use of such goals by the CTB to evaluate and select projects for inclusion in Virginia's SYIP.

In a related issue, Mr. Stringfield outlined the time frames for obligating and expending RSTP funds which were also included in the Virginia Budget. Specifically, RSTP funds, in FY2011 and after, shall be federally obligated within 12 months of their allocation by the CTB and expended within 36 months of such obligation. Additionally, RSTP funds, in FY2010 and any preceding fiscal year, shall be federally obligated within 12 months of the effective date of the act (July 1, 2010) and expended within 36 months of such obligation. If these requirements are not met by the recipient, the CTB shall rescind the required match for such federal funds.

Mr. Stringfield concluded, stating that in order to receive state matching RSTP allocations from the CTB starting July 1, 2011, it is recommended that the HRTPO's regional performance measures be developed in consultation with the Office of Intermodal Planning and Investment (OIPI), adopted by the HRTPO Board, and submitted no later than April 2011 for CTB review and approval.

Mr. Pullen noted the RSTP obligation dates are problematic because there will be RSTP money appropriated under old rules. He also noted that funds for several localities were recently appropriated for consecutive years in order to accumulate money and the new process does not allow for that. He suggested TTAC ask the HRTPO Board to appeal the legislation.

Mr. Cannady asked if the performance measures and the new RSTP obligation time frames were linked. Ms. Ravanbakht replied they were linked in the same legislative bill.

Ms. Ravanbakht stated the HRTPO currently has performance measures in place for the LRTP, the CMAQ/RSTP Project Selection Process, the CMP, Freight Analysis, and the HRTPO Prioritization Tool. She indicated the HRTPO is comfortable with the performance measures that have been established.

Mr. Keifer Moved for recommendation to rescind the RSTP items B-5a and B-5b in the 2010 Budget Bill HB 30, Chapter 874, Item 436 to the HRTPO Board; seconded by Ms. Akan. The Motion Carried.

VDOT Review of CMAQ/RSTP Unobligated Balances

Mr. Adam Jack stated VDOT reviewed the CMAQ/RSTP unobligated balances in response to a TTAC request at the April 2010 meeting. The data used for the review included the VDOT Programming and Accounting systems and the VDOT Project Pool system. Mr. Jack noted no alterations, amendments, or clarifications have occurred since April 2010.

Mr. Jack noted VDOT has identified more than \$70 million in CMAQ and RSTP funds (including match) available for transfer by the HRTPO and explained the summary by category as follows:

Category	Description	Funds Available for HRTPO Transfers
A	Projects funded only with CMAQ/RSTP funds that appear to be complete	\$11.0 million
B	Projects funded only with CMAQ/RSTP funds that appear to be underway	\$30.3 million
C	Projects funded with CMAQ/RSTP and other funds that appear to be complete	\$3.7 million
D	Projects funded with CMAQ/RSTP and other funds that appear to be underway	\$28.5 million
E	CMAQ/RSTP projects managed by DRPT	Audit incomplete
	Total	\$73.5 million

Mr. Jack concluded by offering re-programming suggestions to phase allocations to comply with code and policy and to allocate remaining funds on a regional need basis.

Mr. Rucker asked if there was a similar process underway by the Virginia Department of Rail and Public Transportation (DRPT). Mr. Swartz replied transit projects adhere to a different process and there is no way of identifying how much funding has been drawn down. It falls to the individual transit agencies to provide that information to the HRTPO and VDOT.

Mr. Pullen stated his appreciation of the work accomplished by VDOT; however, he believed more research is needed in order to have a more detailed report of the actual amount available for transfer, as opposed to a theoretical amount. Ms. Spence replied VDOT completed the task asked of it by TTAC; knowledge of the amount of unobligated CMAQ/RSTP funds. Mr. Jack suggested discussion by the TTS on this matter.

Mr. Walton Moved to refer the discussion of unobligated balances of CMAQ/RSTP funds to the TTS for further investigation and development of a strategy to determine the true unobligated balances; seconded by Mr. Allsbrook. Mr. Keifer indicated Mr. Shucet of HRT began the investigation process in order to seek unobligated CMAQ/RSTP funds for utilization for The Tide in Norfolk and HRT will be reiterating that request at the TTS. The Motion Carried.

Project Prioritization and Selection Process: Final Report

Ms. Ravanbakht explained that in the summer of 2009, the HRTPO Board requested staff evaluate the outcome of amending the 2030 Long-Range Transportation Plan. During these discussions, the need to establish a methodology for project prioritization and selection was identified. The Virginia Department of Transportation (VDOT) provided assistance with this effort via its on-call consultant, Kimley-Horn and Associates. The goal of the project was to develop a methodology to assist the HRTPO Board with prioritizing transportation projects according to their technical merits and regional benefits, in light of scarce financial resources.

In December 2009, the HRTPO Board requested the project prioritization tool be revised to take into account the economic benefits of projects to the region. The methodology for the economic vitality component was approved by the HRTPO Board at its June 16, 2010 meeting. The initial report has been edited to reflect the three components – project utility, project viability, and economic vitality. The document is being made available for public review and comment from June 30, 2010 through July 14, 2010.

Mr. Gey Moved to recommend approval of the Project Prioritization and Selection Process: Final Report to the HRTPO Board; seconded by Mr. King. Mr. Slaughter asked how a Preliminary Engineering (PE)-Only project would compete in the prioritization process in the LRTP. Ms. Ravanbakht replied the topic is currently being discussed with Mr. Rucker of the FHWA.

Ms. Ravanbakht indicated for the process to be effective, staff will align the project categories with the funding as the last step in the process because a number of projects are not going to be able to use certain types of funding. Staff will report back to TTAC with more information and detail.

The Motion Carried.

Hampton Roads 2034 Long-Range Transportation Plan (LRTP) Status Report

Ms. Dale Stith presented an overview of the major tasks completed to-date by HRTPO staff pertaining to the LRTP. She stated there are approximately 200 projects being considered for inclusion in the 2034 LRTP. The candidate projects were obtained via public survey and TTAC members.

She reviewed the major tasks required for completion of the 2034 LRTP as follows:

- Oct. 2010 Candidate project evaluation utilizing the prioritization tool
- Nov. – Dec. 2010 HRTPO Advisory Committees review evaluation
- Jan. 2011 HRTPO Board prioritization
- April 2011 Public review of draft constrained LRTP
- June 2011 HRTPO Board approval of final LRTP
- Dec. 2011 Air quality conformity completed

Ms. Stith indicated there will be public outreach related tasks for the 2034 LRTP from July 2010 to May 2011.

Hampton Roads Congestion Management Process (CMP): 2010 Update

Mr. Sam Belfield stated the Congestion Management Process (CMP) is a federal requirement for all metropolitan areas with a population of over 200,000. It is one of the core functions of the HRTPO staff. He noted the CMP is a useful tool for the localities and transit agencies and it helps identify the most congested corridors in the region and provides recommendations to address congestion concerns. The report will aid in prioritizing projects within jurisdictions which will be beneficial to the region.

Hampton Roads, with its unique topography and abundance of waterways, is faced with many transportation challenges due to its bridges, draw bridges, tunnels, and traffic incidents that occur within the tunnels.

Mr. Belfield presented two maps that illustrated congested locations in Hampton Roads for 2009 and projected areas of congestion in 2030. He pointed out that nearly all interstates in the region will be severely congested by 2030 and that many rural areas in Isle of Wight County, Suffolk, and Gloucester County will become much more congested by the year 2030. The 2030 map includes the completion of all projects currently in the 2030 Long-Range Transportation Plan (LRTP).

Mr. Keith Nichols, also presenting, stated that because there are so many congested locations in Hampton Roads, the following factors must also be considered when analyzing congested corridors:

- Existing congestion level
- Safety
- Freight
- Travel time
- National significance

Mr. Nichols explained the congested roadway segments were combined into 41 congested corridors for analysis purposes. All 41 congested corridors were ranked and the top 16 were analyzed in the CMP report. He outlined both the top six freeway congested corridors and the top ten arterial congested corridors.

Mr. Nichols concluded, noting the data from the CMP will be utilized as input for the LRTP Project Prioritization Tool and staff will continue to monitor the regional transportation network and update transportation databases. The public comment period for the draft CMP is July 7- August 4, 2010 with anticipated final approval by both TTAC and the HRTPO Board in September 2010.

VDOT Hurricane Evacuation Traffic Control Plan: HRTO Subcommittee Recommendation

Mr. Rob Case explained that in March 2010, Mr. Stephany Hanshaw of VDOT presented the revised VDOT hurricane evacuation traffic control plan to TTAC. Based on the results of that presentation, TTAC requested that the Hampton Roads Transportation Operations (HRTO) Subcommittee review the plan and develop recommendations for improvement.

From discussion at the HRTO Subcommittee meetings, the HRTO recommends the following Responsibilities in the VDOT Plan:

- Request VDOT to revise its Plan in order to ***identify agency responsible*** for manning inoperable signals. (page 34)
- Request VDOT to revise its Plan in order to ***identify agency responsible*** for routing evacuees to refuges of last resort.
- Request VDOT to revise its Plan in order to ***identify agency responsible*** for removal of disabled vehicles and relocation of their occupants on primaries. (page 32)
- Request VDOT to revise its Plan in order to ***identify agency responsible*** “to facilitate the merge” for US 17 at Route 134 ramp. (page 35)
- Request VDOT to revise its Plan to in order to ***remove interstates*** from local law enforcement ***responsibility***. (page 32)

Mr. Case introduced Mr. Gary Walton of the HRTO Subcommittee to continue with the presentation. After finishing the report, Mr. Walton Moved to endorse the HRTO Subcommittee recommendations above and have VDOT more clearly define these roles and responsibilities; seconded by Mr. Cross. The Motion Carried.

The HRTO Subcommittee also recommended the following regarding Additional Capacity:

- Allocate \$3.5 million in FY2010 RSTP funds to the construction necessary for reversal of US 58/460.
- Request that VDOT/VDEM evaluate the costs and benefits of leaving the Monitor Merrimac Memorial Bridge-Tunnel (MMMBT) open during evacuations.
- Forward the Summary of Recommendations included in the HRTPO staff analysis to VDOT/VDEM for consideration and review.

Mr. Walton noted that since TTAC approved the allocation of the \$3.5 million in FY2010 RSTP for reserve funds to replace MPO ARRA funds currently programmed to cover contingencies earlier in the meeting, he Moved for the endorsement of the request for the US 58/460 lane reversal without the allocation of RSTP reserve funds, and for the evaluation into the costs and benefits of having the MMMBT remain open during a hurricane evacuation; seconded by Mr. Yehlen. The Motion Carried.

Mr. Walton Moved for the evaluation of other funding options for the US 58/460 lane reversal be tasked to the TTS; seconded by Ms. Earley. The Motion Carried.

Draft Hampton Roads Existing Land Use: 2009 Socioeconomic Base Year Update

Mr. Benito Pérez stated the 2009 Socioeconomic Base Year Update and is a required update per federal guidelines that will feed into the region's travel demand model. Within the update, HRTPO staff used a Geographic Information System (GIS) to determine the location of recent residential and employment data with respect to transportation analysis zones (TAZs) in the HRTPO and HRPDC boundaries. This information was collected in anticipation of possible fluctuations of the boundaries per the Census and also interregional travel demand modeling needs as requested by VDOT. He noted the socioeconomic figures are the most requested data of the HRTPO.

Mr. Pérez explained localities are requested to review the data and submit comments to him by July 21, 2010.

Official Designation of TRAFFIX Oversight Subcommittee

Chair Drumwright stated TRAFFIX provides an important function in congestion mitigation and it has been decided to establish a TRAFFIX Oversight Subcommittee. Mr. Jeff Raliski of Norfolk will be the Chair for the next two years. The TRAFFIX Oversight Subcommittee will report any recommendations for approval to TTAC.

Mr. Case requested the names of those who will serve on the subcommittee from the localities and transit agencies.

Correspondence of Interest

Chair Drumwright noted the items in the Correspondence of Interest section of the agenda packet.

For Your Information

Ms. Ravanbakht directed TTAC to Item 18D regarding the Southeast High-speed Rail Tier II Draft Environmental Impact Statement. She stated HRTPO staff has reviewed the 1,400 page document and has compiled technical comments.

Ms. Ravanbakht also directed TTAC to Item 18E pertaining to the 2035 Virginia Surface Transportation Plan which is now available for public comment.

Finally, Ms. Ravanbakht highlighted Item 18G regarding the Virginia-North Carolina Interstate High Speed Rail Compact Meeting. She indicated that she, Mr. Farmer, and the HRTPO high-speed rail consultant will be attending the meeting.

Old/New Business

There was no old/new business.

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 12:18 p.m.